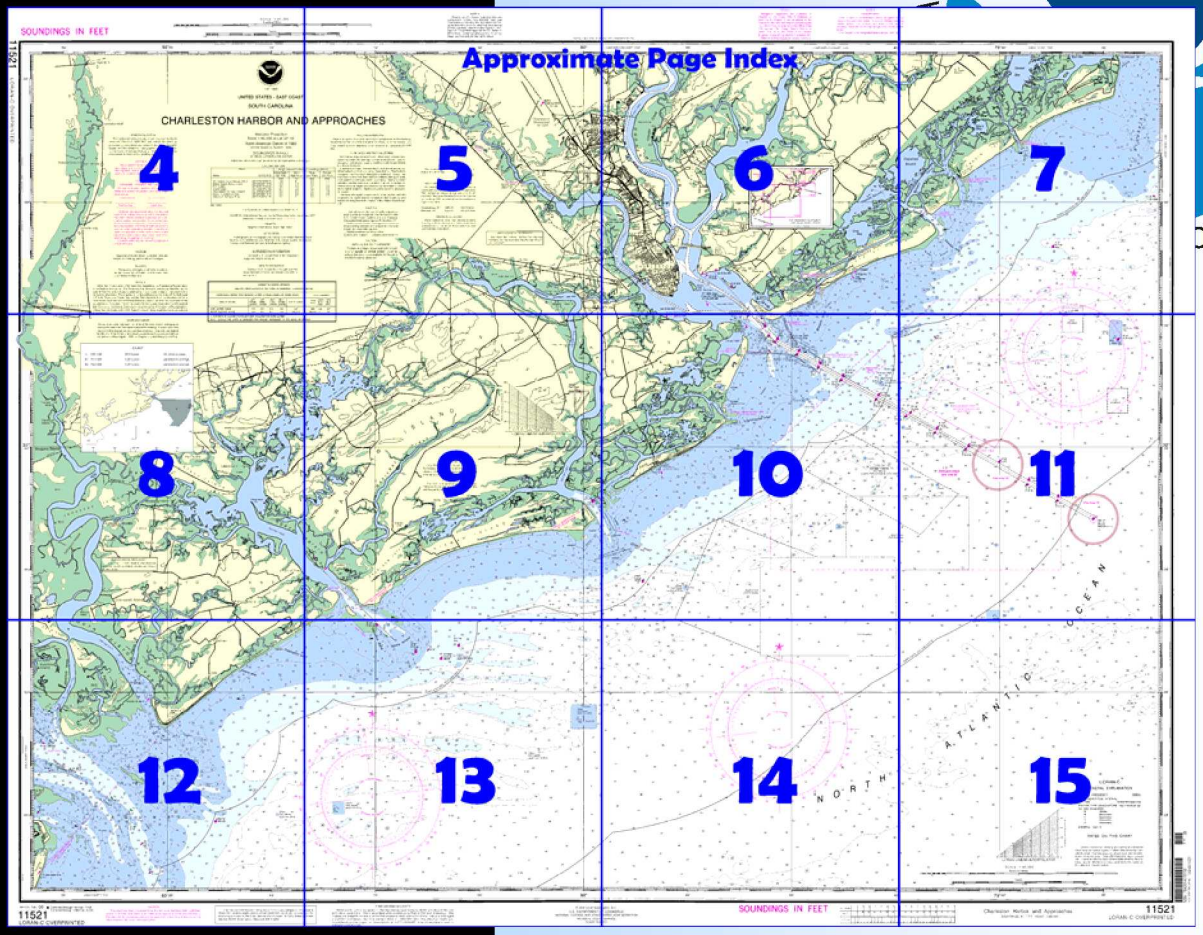
BookletChart™

Charleston Harbor and Approaches

(NOAA Chart 11521)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA — National Oceanic and Atmospheric Administration — Commerce

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

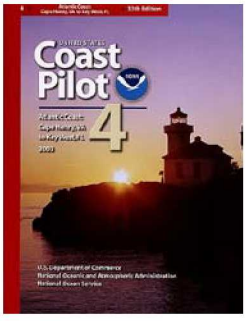
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 7 excerpts]

(11) **Lighthouse Inlet** (32°41.2'N., 79°53.0'W.), between **Morris Island** and **Folly Island** has no channel across the bar; entrance should be attempted only with local knowledge on a rising tide with a smooth sea. The depth over the bar and to **Secessionville** was 3 feet; the inlet is unmarked and used by local fishermen. Small craft pass into Charleston Harbor by way of **Lighthouse Creek** and into sloughs north of Folly Island.

(12) **Stono Inlet** is entered over a shifting bar between Folly Island and **Kiawah Island.** A lighted gong buoy is south of the entrance. The inlet is subject to continual change and should not be attempted without local knowledge. The entrance buoys are not charted, because they are shifted in position to mark the best water.

(14) **Stono River** in its upper reach above **Elliott Cut** forms part of the Intracoastal Waterway. The depth inside the inlet bar for 12 miles to the highway bridge was 11 feet, thence 7 feet to Elliott Cut. Vessels enter the river by way of the waterway from Charleston. In the summer, pleasure craft use Stono River and Folly River to reach Folly Beach. The bridge a mile below Elliott Cut has a clearance of 8 feet.

(15) Marinas on the west side of Stono River at the highway bridge provide berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage.

(16) **Folly River** flows into **Stono Inlet** and **Kiawah River**. Folly River is used to reach Folly Beach. A channel, marked by lighted and unlighted buoys, leads from the junction with **Stono River** at **Bird Key.** The depth was 8.5 feet in the south half and 3.9 feet in the north half of the channel to Buoy 13; thence 1 foot to the end of the project. The channel between Buoys 7 to 15 is subject to continual change. Local knowledge is advised. On the southeast side of the river 2 miles above the entrance, a seafood plant has diesel fuel, water, ice, and marine supplies. Route 171 bridge 3.1 miles above the entrance has a clearance of 10 feet. **Folly Creek** enters Folly River from the north 2.7 miles above the mouth. Route 171 bridge about 2.9 miles above the creek mouth has a clearance of 10 feet.

(17) **North Edisto River**. Shoals extend offshore from the entrance 3 miles and form a shifting bar. Flats, which bare at low water and are continually changing, are on both sides of the entrance; caution is advised. The depth over the bar was 10 feet. The entrance is marked by a lighted whistle buoy, and the channel by a **314°** lighted range and by buoys which are moved to indicate the best water. The entrance is defined by breakers.

(18) **Wadmalaw River** and **Dawho River** are part of the Intracoastal Waterway. **Bohicket Creek** entrance is 2.5 miles above the entrance to North Edisto River. **Rockville** has piers and wharves with 5 to 11 feet of water alongside at which fresh water can be obtained. A marina at Rockville has berths with electricity and 16 feet alongside; gasoline, diesel fuel, water, ice, marine supplies. The depth was 9 feet to Rockville. **Adams Creek** has shrimp-boat piers and wharves with depths of 6 to 9 feet alongside. A marina, 3.3 miles above the mouth of Bohicket Creek, has various services and a reported of 6 feet. **Steamboat Creek** entrance marked by a light and daybeacons.

(19) **North Edisto River entrance**. The flood current sets westward, and the ebb eastward; both have considerable velocity. Inside the bar, in the channel between the breakers, the ebb current is to be guarded against.

(20) The entrance to **St. Helena Sound** between **Bay Point** and **Hunting Island**. There are channels through the shoals that extend 6 miles seaward from the sound entrance. The buoyed channel had a depth of 15 feet; caution is advised. A survey revealed depths of 1 foot to 14 feet less than those charted across the entrance to St. Helena Sound.

(24) **South Edisto River**. The approach is marked by buoys. **Big Bay Creek** is unmarked and empties into the South Edisto River just above Bay Point. It has been reported that small craft have run aground at night when making Big Bay Creek from the north using the lights on **Edisto Beach** as guides; caution is advised.

(25) **Edisto Beach State Park**. A marked channel into South Edisto River has depths of 12 to 16 feet over the ocean bar.

(27) The Intracoastal Waterway leads through South Edisto River from at **Fenwick Cut** and **Watts Cut**. This section is marked with Intracoastal Waterway markings. The depth from Bay Point to Fenwick Cut was 10 feet, and from Watts Cut to **Willtown Bluff** 10 feet.

(29) A draft of 3 feet can be taken above Willtown Bluff to **Jacksonboro.**

(30) **Ashepoo River** flows into St. Helena Sound from northward on the west side of **Otter Islands.** A bridge over the river, 13 miles above the mouth, has a clearance of 20 feet. The piers of a former swing bridge are used as fishing piers. Mariners navigate with caution because depths vary greatly in the river.

(31) **Coosaw River** is important as a link in the Intracoastal Waterway. The river channel is irregular in depth, partly because of the phosphate dredges which operated here.

Table of Selected Chart Notes

Corrected through NM Feb. 02/08
Corrected through LNM Jan. 29/08

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Charleston, S.C. Refer to charted regulation section numbers.

The controlling depth in Folly River Channel was 5 feet for a width of 50 feet and shoals to 3 feet at 32°37'52.3"N 79°59'31.3"W and at 32°39'02.7"N 79°57'42.8"W.

For Symbols and Abbreviations see Chart No. 1

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Mercator Projection
Scale 1:80,000 at Lat 32° 40'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

INTRACOASTAL WATERWAY

Use chart No. 11518. Neither the channel markers nor the available depths are shown on this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

INTRACOASTAL WATERWAY

Use Chart 11518. Neither the channel markers nor the available depths are shown on this chart.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

Anchorage in the designated area is at your own risk.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

LORAN-C 78

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
7980 .....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M .....Master
W .....Secondary
X .....Secondary
Y .....Secondary
Z .....Secondary
EXAMPLE: 7980-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Goose Creek Entrance	(32°55'N/079°57'W)	5.9	5.6	0.2
Charleston, Customhouse Wharf	(32°47'N/079°56'W)	5.8	5.4	0.2
Fort Sumter	(32°45'N/079°53'W)	5.6	5.3	0.2
Rockville, Bohicket Creek	(32°36'N/080°12'W)	6.3	6.0	0.2
Seabrook, Ashepoo River	(32°31'N/080°24'W)	6.7	6.4	0.2
Edisto Beach, Edisto Island	(32°30'N/080°18'W)	6.3	6.0	0.2
Otter Island, St. Helena Sound	(32°29'N/080°25'W)	6.6	6.2	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

CHARLESTON HARBOR ENTRANCE

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	44.3	47.8	48.0	44.6	6-09	1000	17.5	A47
MOUNT PLEASANT RANGE	45.2	49.1	48.3	48.6	6-09	1000-600	1.8	A45

A. FOR WIDTH OF 1000 FEET, THE PROJECT DEPTH IS 42 FEET FOR OUTER 100 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

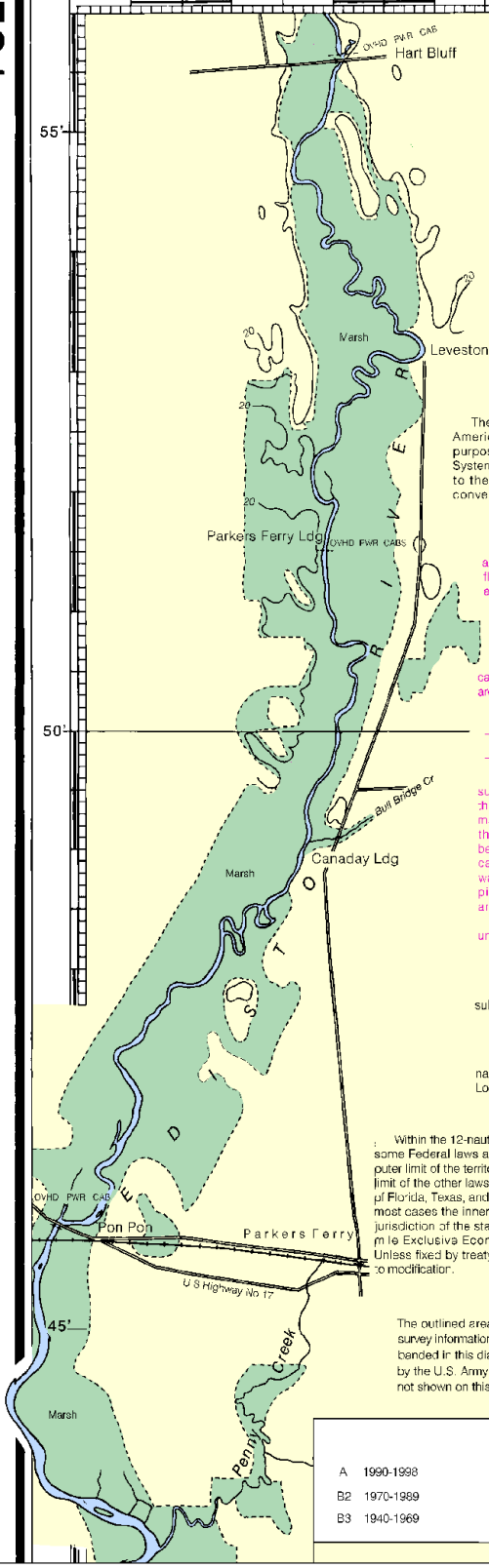
SOUNDINGS IN FEET

SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4
Yards
1000 0 5000

11521 LORAN-C OVERPRINTED

25' 80°20' 15'

55' 50' 45'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

SOUTH CAROLINA

CHARLESTON HARBOR AND A

Mercator Projection
Scale 1:80,000 at Lat 32° 40'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings: Mean Higher High Water	Mean High Water	M Low
		feet	feet	fe
Goose Creek Entrance	(32°55'N/079°57'W)	5.0	5.6	
Charleston, Customhouse Wharf	(32°47'N/079°56'W)	5.8	5.4	
Fort Sumter	(32°45'N/079°53'W)	5.6	5.3	
Rockville, Bohicket Creek	(32°36'N/080°12'W)	6.3	6.0	
Seabrook, Ashepoo River	(32°31'N/080°24'W)	6.7	6.4	
Edisto Beach, Edisto Island	(32°30'N/080°18'W)	6.3	6.0	
Otter Island, St. Helena Sound	(32°29'N/080°25'W)	6.6	6.2	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time wato
tide predictions and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.
(Jan. 2008)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

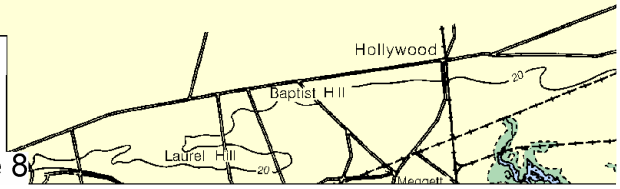
SOURCE			
A	1990-1998	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage

CHARLESTON HARBOR ENTRANCE

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJ
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)
ENTRANCE CHANNEL	44.3	47.8	48.0	44.6	6-09	1000
MOUNT PLEASANT RANGE	45.2	49.1	48.3	48.6	6-09	1000-800

A. FOR WIDTH OF 1000 FEET, THE PROJECT DEPTH IS 42 FEET FOR OUTER 100 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Formerly C&GS 1239 1st Ed June 1922 C1939-50

10' 05' 80° CONTINUED O

APPROACHES

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ⊙

NOTE C

The controlling depth in Folly River Channel was 5 feet for a width of 50 feet and shoals to 3 feet at 32°37'52.3"N 79°59'31.3"W and at 32°39'02.7"N 79°57'42.8"W.

Jun. 2008

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charlestown, SC	KHB-29	162.55 MHz
Beaufort, SC	WJX-23	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY

Use chart No. 11518. Neither the channel markers nor the available depths are shown on this chart.

Joins page 6

Joins page 9

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Charleston, S.C. Refer to charted regulation section numbers.

NOTE B

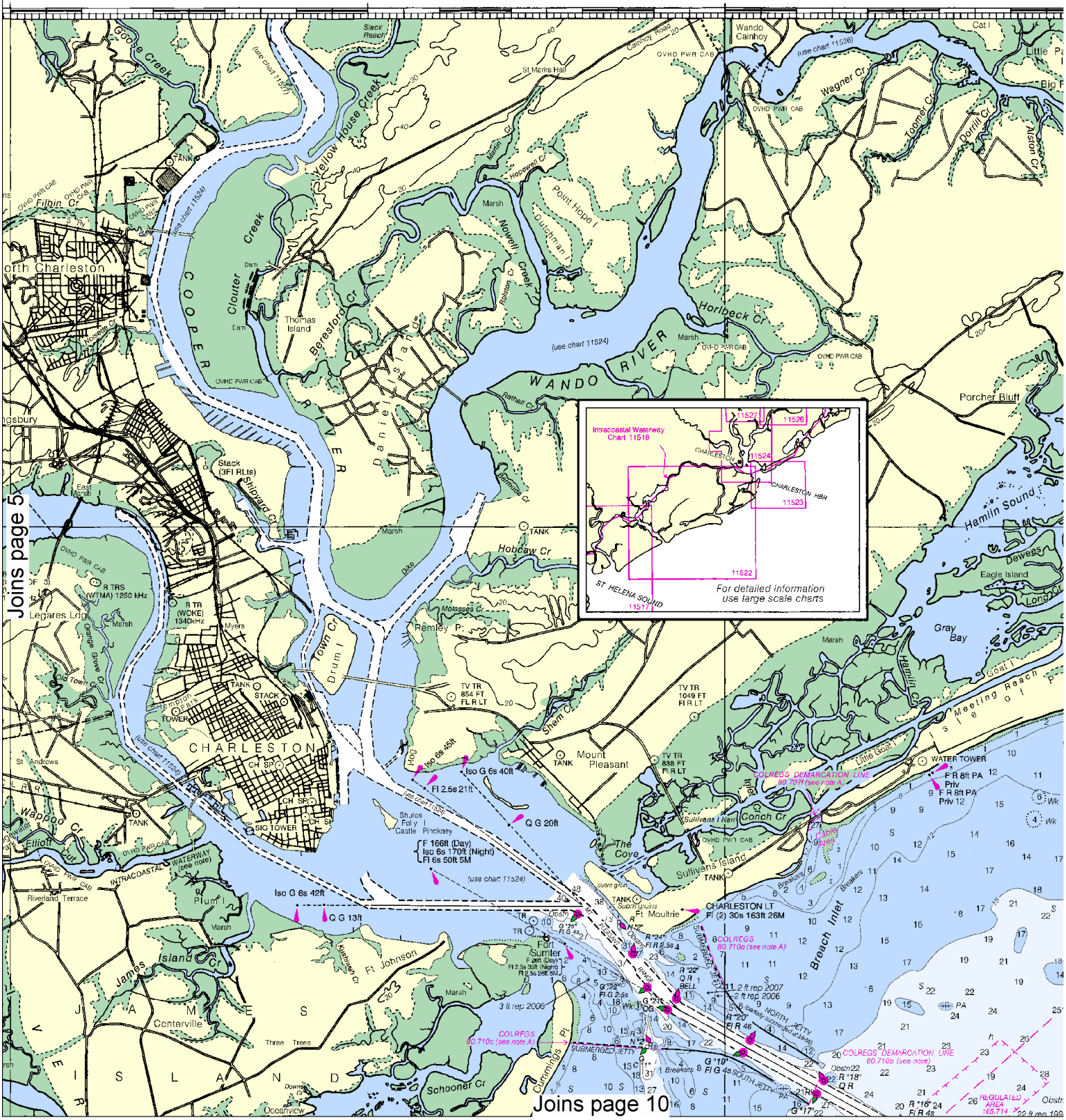
DANGER AREA

Area is open to unrestricted surface navigation; vessels are cautioned neither to anchor or dredge cables, bottom, nor conduct any other similar operation because of residual danger from munitions on bottom.

Anchorage in the designated area is at your own risk.

C&GS 1239 1st Ed June 1922 C1939-503 KAPP 230

32° CONTINUED ON CHART 11527 55' 50' CONTINUED ON CHART 11526

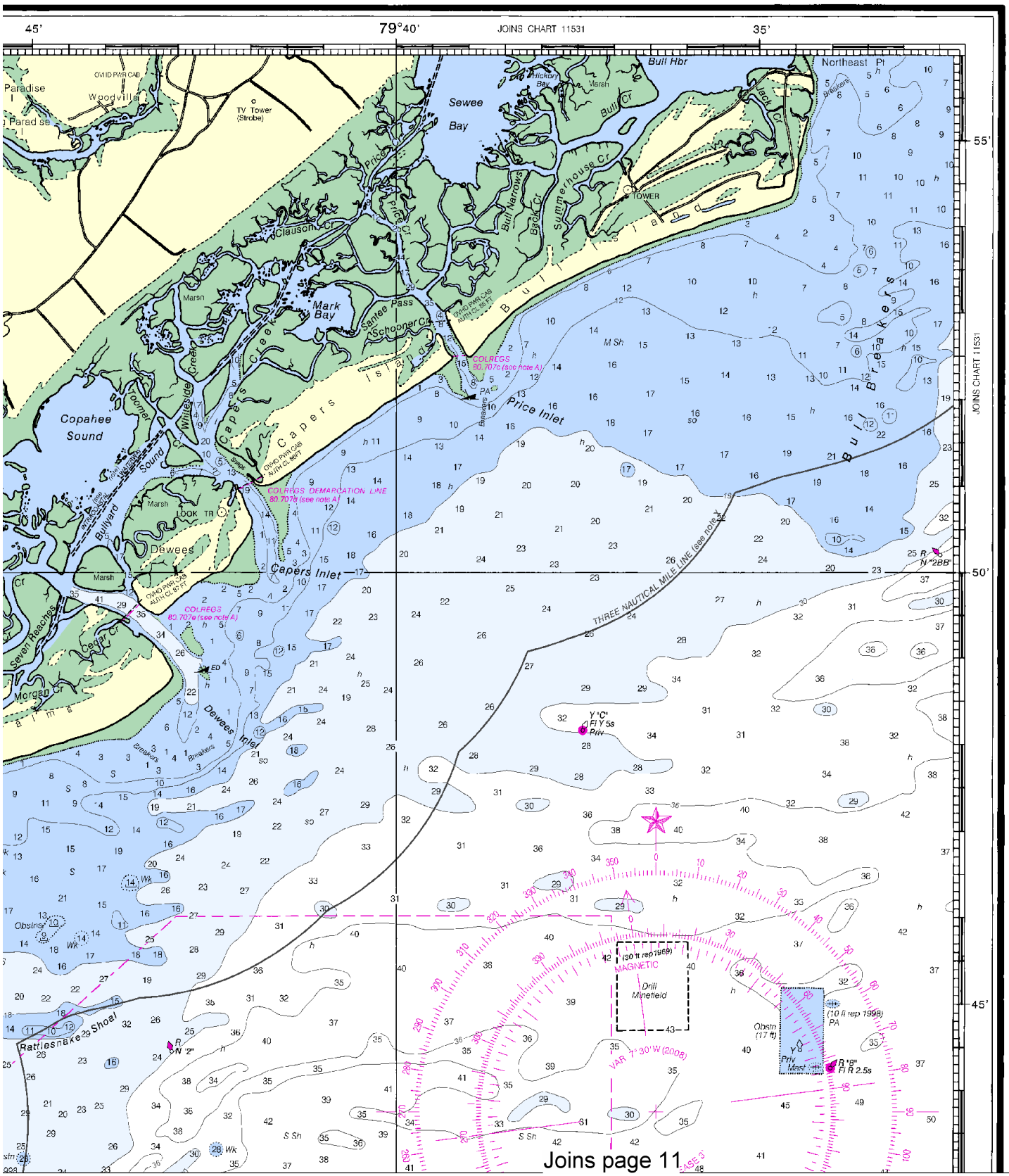


North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

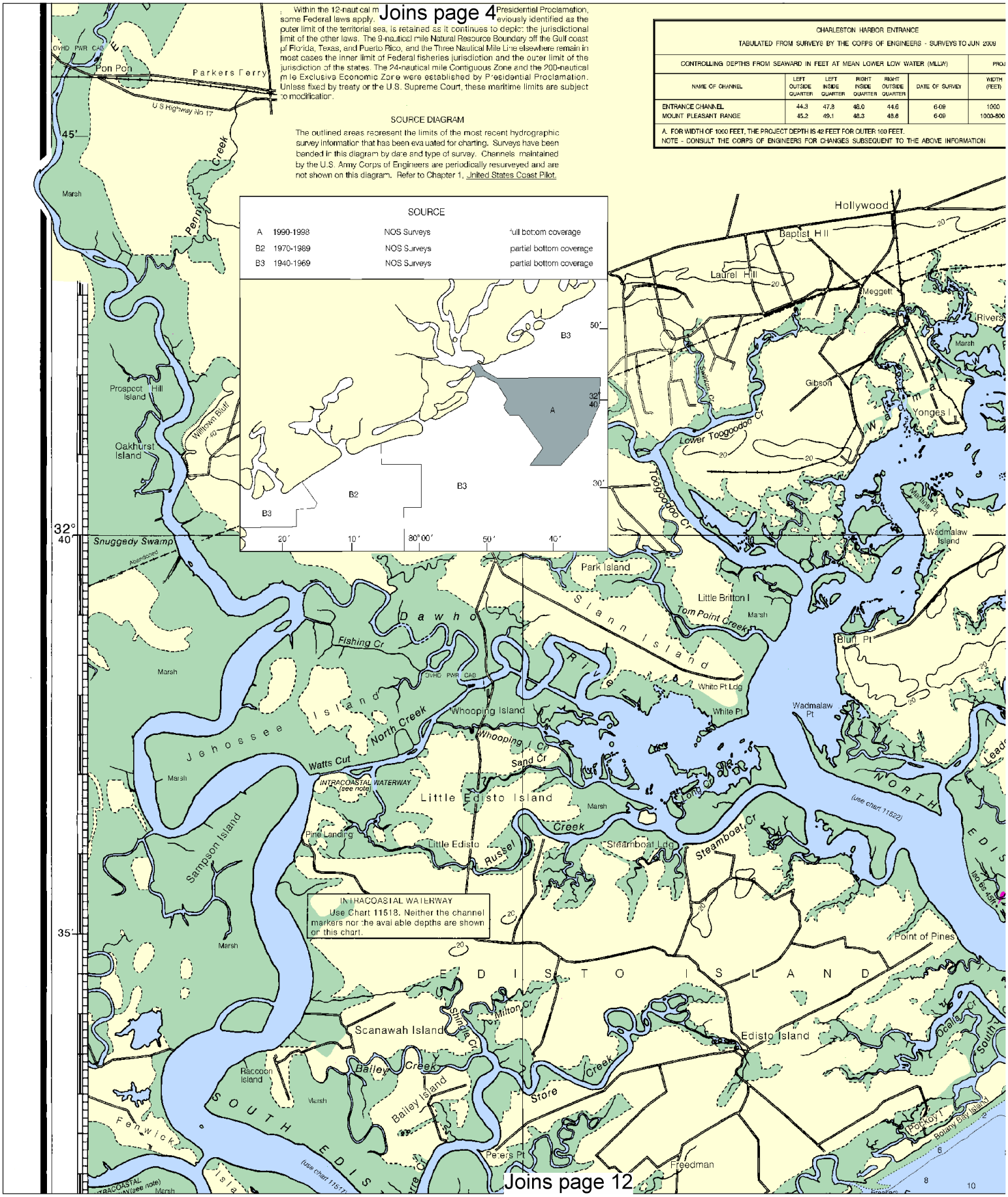
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

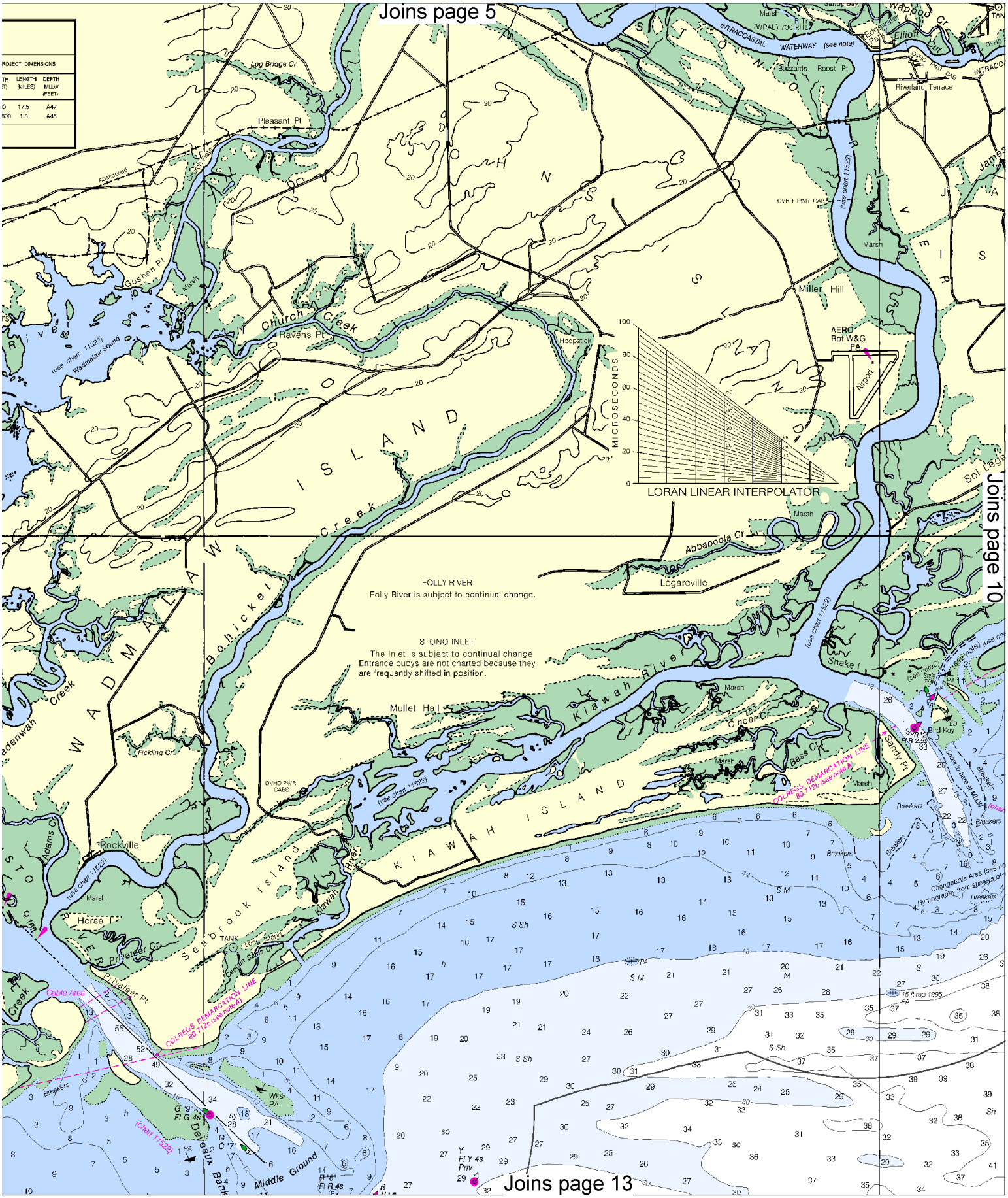


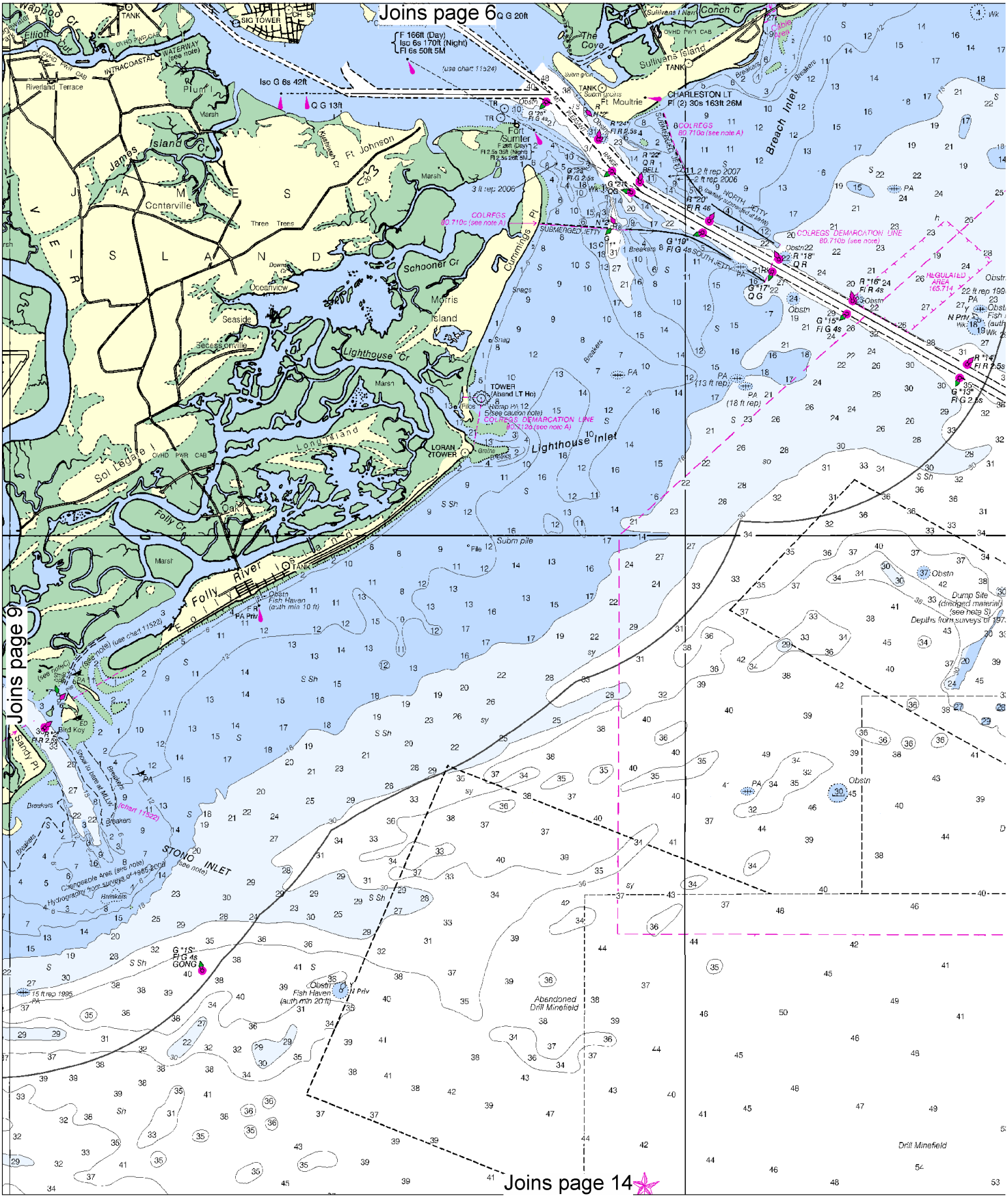
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

North


Joins page 5
Joins page 10
Joins page 13
LORAN LINEAR INTERPOLATOR
MICROSECONDS
FOLLY RVER
Foly River is subject to continual change.
STONO INLET
The Inlet is subject to continual change
Entrance buoys are not charted because they
are frequently shifted in position.
COLREGS DEMARCATION LINE
Middle Ground
Pleasant Pt
Log Bridge Cr
Gushen Pt
Church Creek
Ravens Pt
Hoopstick
Miller Hill
Marsh
Riverland Terrace
Buzzards Roost Pt
Wappoo Cr
Elliott Cut
Abbapoola Cr
Legareville
Snake I
Bird Key
Sandy Pt
Cinder Cr
Bass Cr
Mullet Hall
Kiawah River
Bohicket Creek
Fickling Cr
Rockville
Horse Pt
Privateer Cr
Privateer Pt
Seabrook Island
Kiawah River
Adams Cr
Cable Area
Long Island
Capers Island
Wadmalaw Sound
Abandoned
OVHD PWR CABS
AERO Rot W&G PA
Airport
INTRACOASTAL WATERWAY (see note)
(WPAL) 730 KHz
(use chart 11522)
(use chart 11523)
(use chart 11520)
(use chart 11524)
(chart 11522)
15 ft rep 1995
Hydrography from surveys of
Chenneoside Area (area not
Breakers
Wks
PA
WADMALAW ISLAND
KIAWAH ISLAND
JOHNS ISLAND
STONO RIVER
JAMES ISLAND



North

Printed at reduced scale. ~~SCALE 1:80,000~~

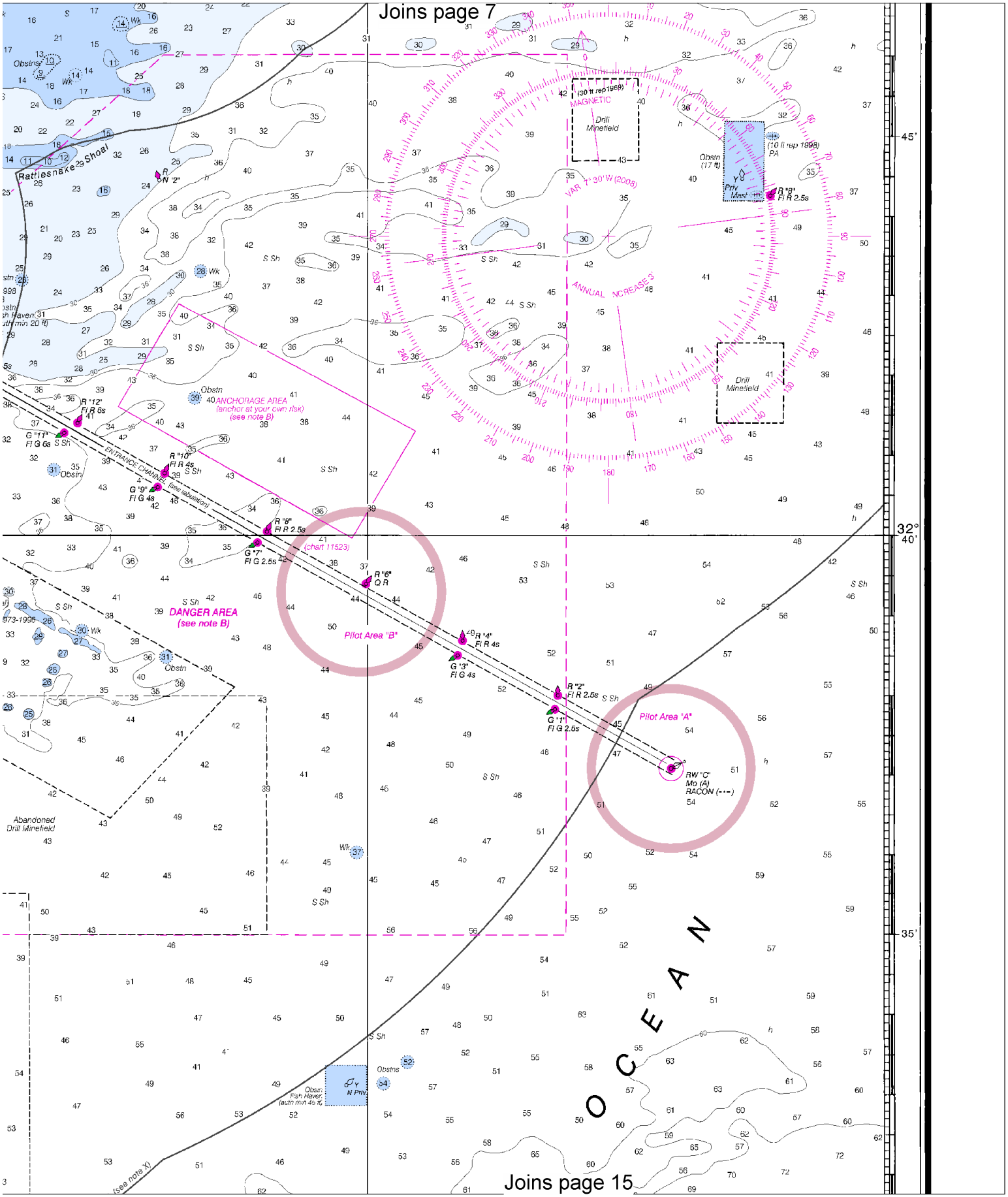
See Note on page 5.

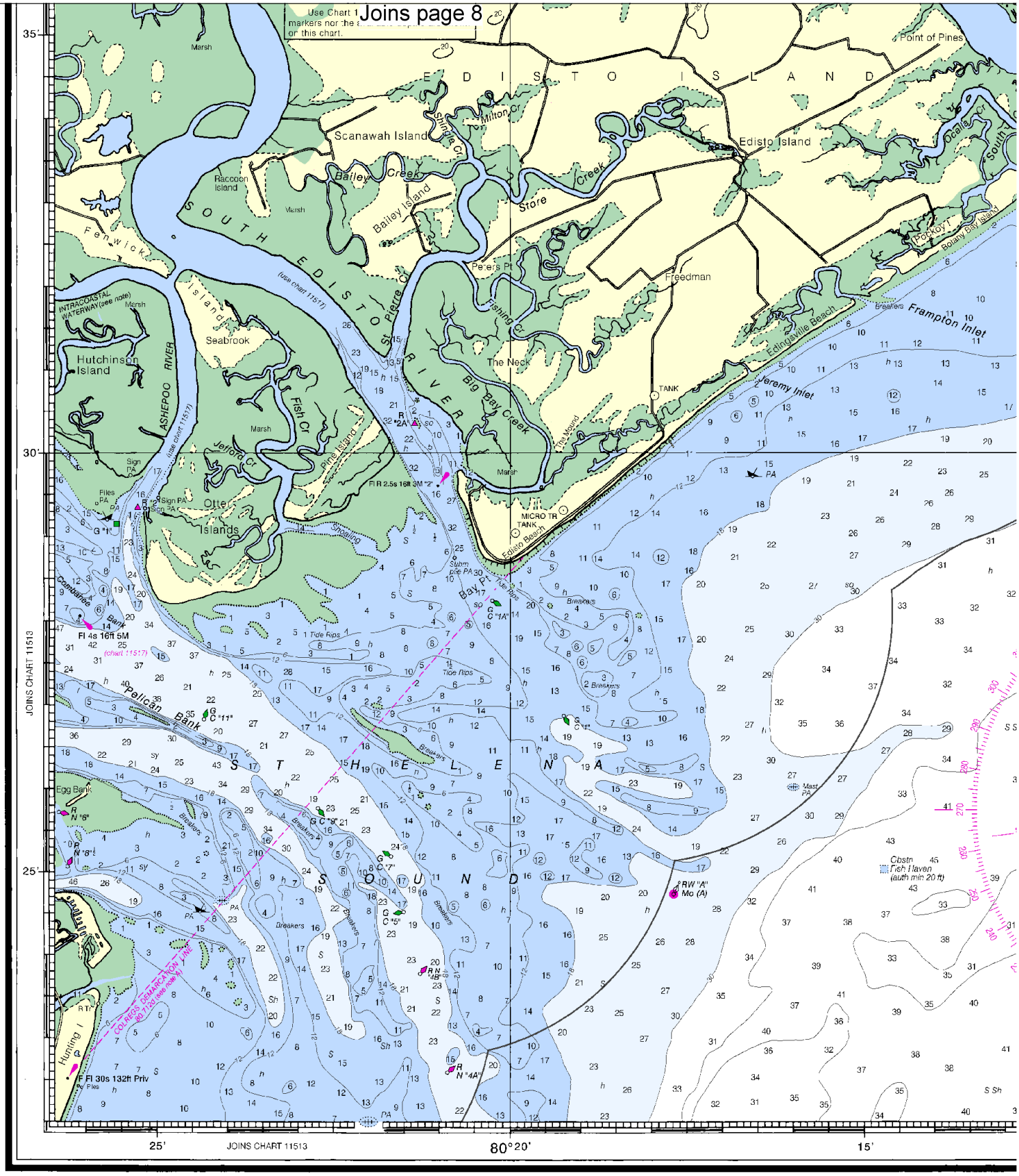
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
Rattlesnake Shoal
R "2"
Obstn
ANCHORAGE AREA
(anchor at your own risk)
(see note B)
R "12"
Fl R 6s
G "11"
Fl G 6s
ENTRANCE CHANNEL
(see tabulation)
R "10"
Fl R 4s
G "9"
Fl G 4s
R "8"
Fl R 2.5s
(chart 11523)
G "7"
Fl G 2.5s
R "6"
Q R
DANGER AREA
(see note B)
Pilot Area "B"
R "4"
Fl R 4s
G "3"
Fl G 4s
R "2"
Fl R 2.5s
G "1"
Fl G 2.5s
Pilot Area "A"
RW "C"
Mo (A)
RACON (•••–)
MAGNETIC
VAR 7° 30'W (2008)
ANNUAL INCREASE 3'
Drill
Minefield
(30 ft rep 1969)
(10 ft rep 1998)
PA
Obstn
(17 ft)
Priv
Mast
R "8"
Fl R 2.5s
Abandoned
Drill Minefield
Obstn
Fish Haven
(auth min 45 ft)
Priv
(see note X)
OCEAN
45'
32° 40'
35'
Joins page 15



29th Ed., Feb. / 08 ■ Corrected through NM Feb. 02/08
Corrected through LNM Jan. 29/08

11521

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

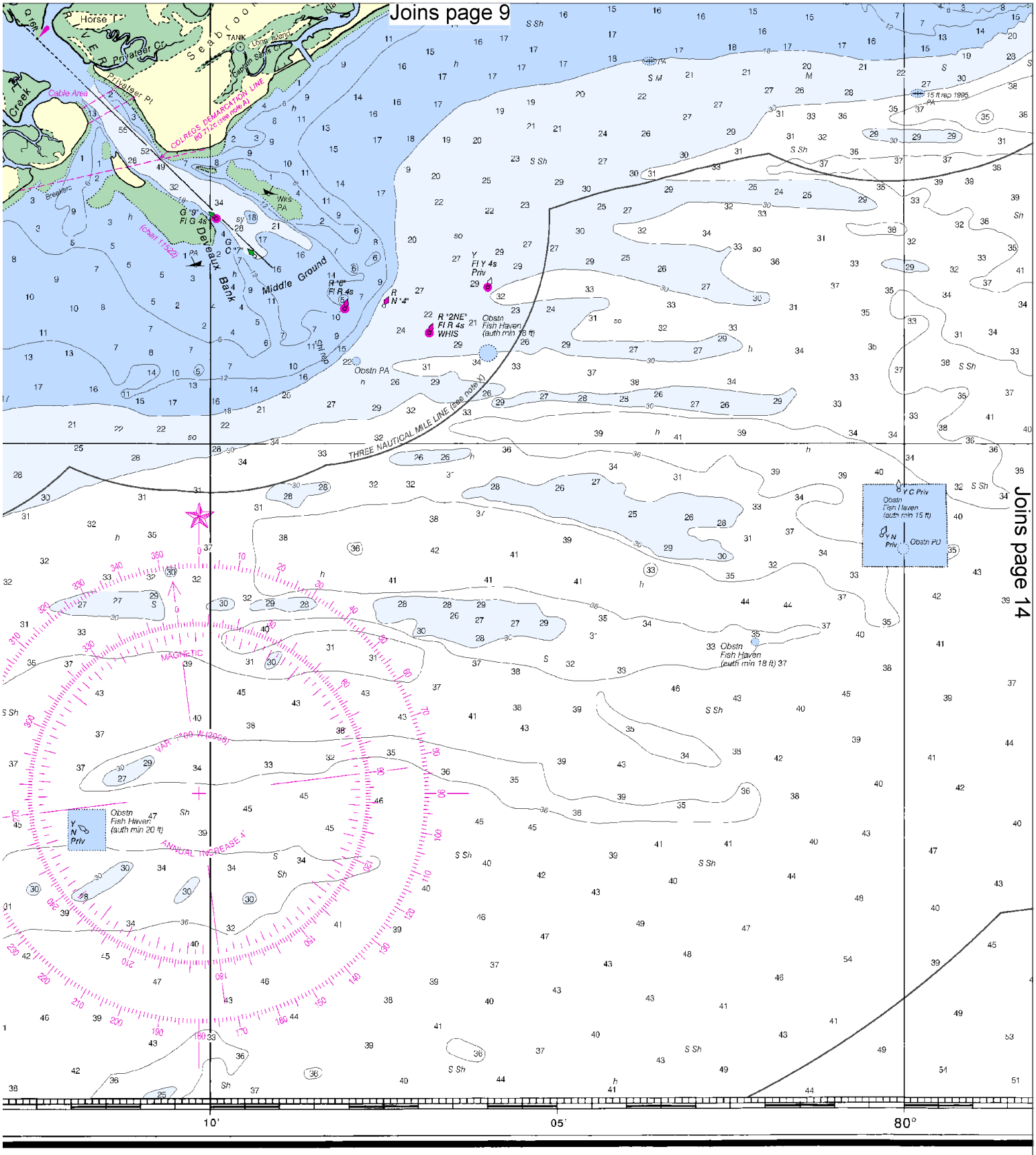
This nautical chart has been designed to p
Ocean Service encourages users to submit co
improving this chart to the Chief, Marine Cha
Service, NOAA Silver Spring, Maryland 2091

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



to promote safe navigation. The National corrections, additions, or comments for Chart Division (N/CS2), National Ocean 0910-3282.

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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact: NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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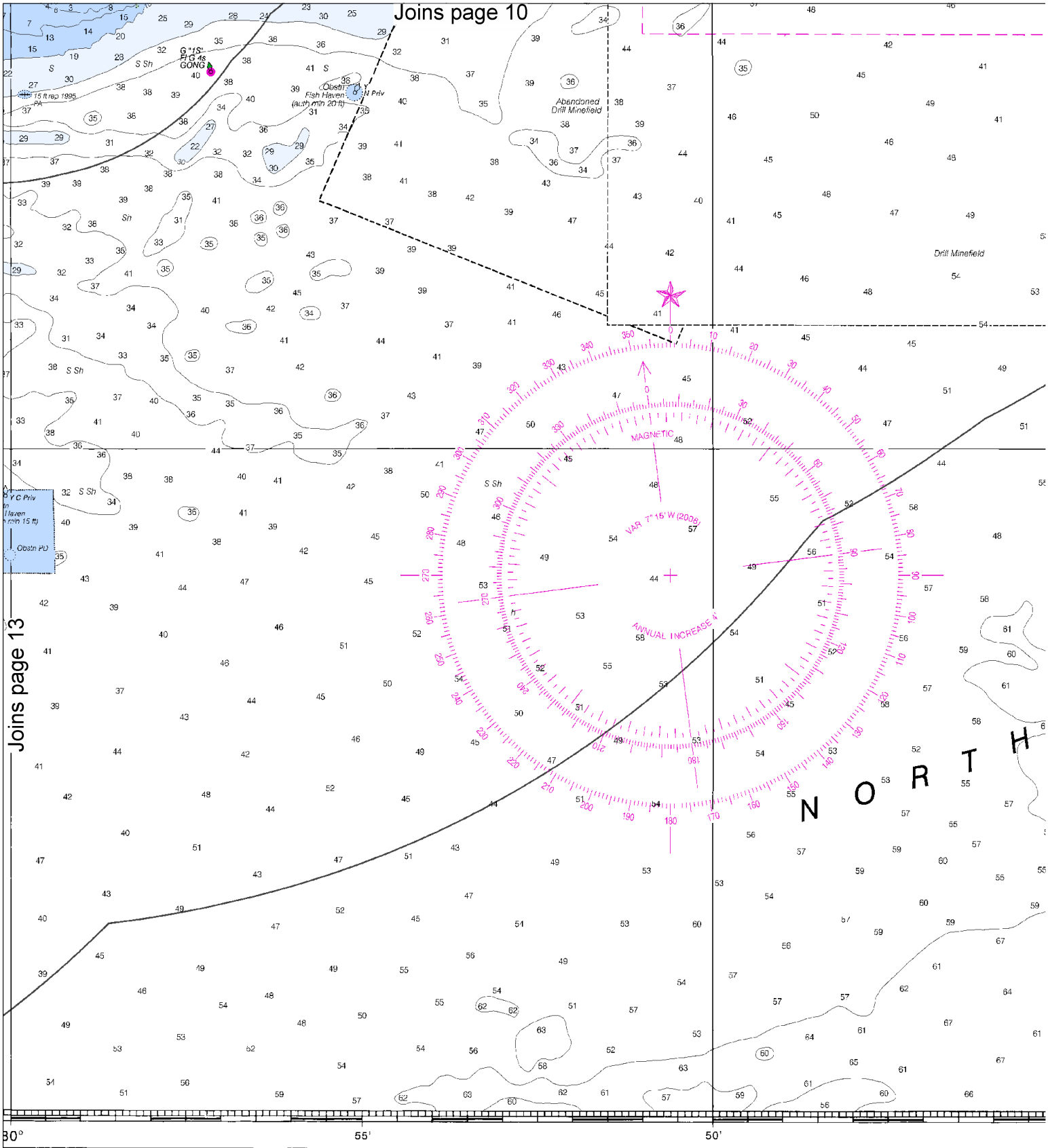
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMIN
NATIONAL OCEAN SERVICE
COAST SURVEY



lished at Washington, D.C.
PARTMENT OF COMMERCE
C AND ATMOSPHERIC ADMINISTRATION
TIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	
METERS	1	2	3	4	5	6	7	8	9	10	11

14

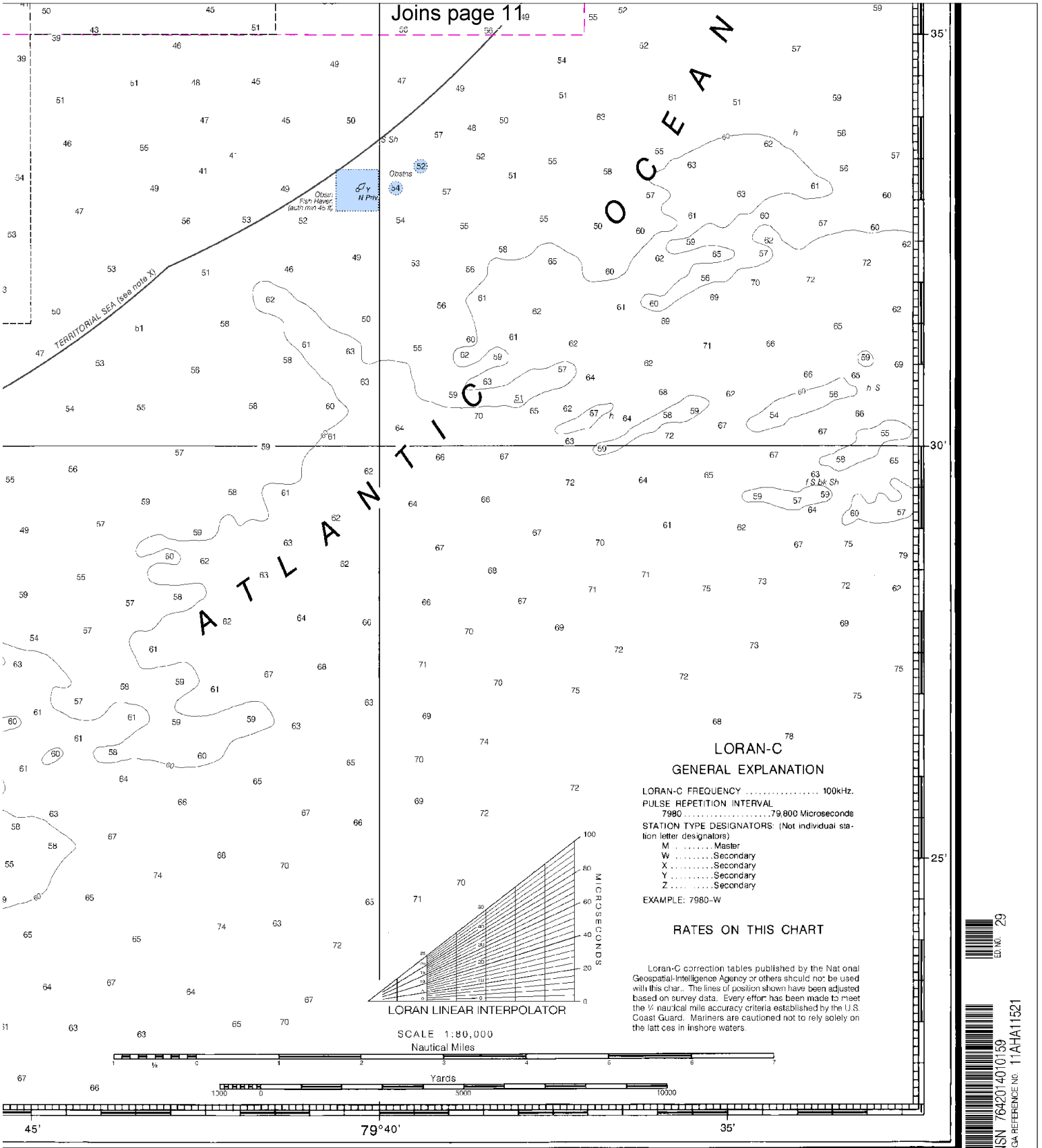
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 11



LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
7980 .....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M .....Master
W .....Secondary
X .....Secondary
Y .....Secondary
Z .....Secondary

EXAMPLE: 7980-W

RATES ON THIS CHART

Loran-C correction tables published by the Nat onal Geospatial-Intelligence Agency or others should not be used with this char.. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ½ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latt ces in inshore waters.

LORAN LINEAR INTERPOLATOR

SCALE 1:80,000

Nautical Miles

Yards

ED. NO. 29
NSN 7642014010159
NGA REFERENCE NO. 11AHA11521

Charleston Harbor and Approaches
SOUNDINGS IN FEET - SCALE 1:80,000

11521
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Charleston – 843-724-7616
Coast Guard Atlantic Area Cmd – 757-398-6390
SC Dept. of Natural Resources – 800-922-5431

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.